COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

This Airlift Wing instruction implements Air Force Instruction (AFI) 63-140, *Aircraft Structural Integrity Program* and extends guidance of AFI 21-101_AFRC SUP, *Aerospace Equipment Maintenance Management*. It applies to all 910th Airlift Wing (AW) personnel involved in the maintenance and operation of aircraft. It defines the responsibilities and procedures followed by appropriate organizations in implementing and sustaining the Aircraft Structural Integrity Program (ASIP). This publication references MIL-STD-1530C, *Aircraft Structural Integrity Program* Technical Order, and (T.O.) 1C-130-101, *Implementation of C-130 Series Aircraft Usage Report.* Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication.* Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with the Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**. See Attachment 1 for a glossary of references and supporting information.

1. General Information:

1.1. The C-130 ASIP is managed by the C-130 System Program Office, WRALC/LBRA. This office analyzes data provided by unit operations and maintenance functions using a web-based program called USAF C-130 Automated Inspection, Repair, Corrosion, and Aircraft Tracking (AIRCAT). Operations personnel input aircraft usage data using the AIRCAT website or Remote Usage Data Input (RUDI) segment and aircraft maintenance

personnel utilize the Inspection Corrosion And Repair Recording (ICARR) segment for documenting required ASIP inspections, aircraft structural repairs, and reports of damage to aircraft structures. A major function of the AIRCAT system is to provide data to generate the ASIP report. This report is used to make decisions regarding modifications, acquisition, reassignment, and retirement of the Air Force C-130 aircraft.

2. Maintenance Reporting Requirements:

2.1. All ASIP inspections listed in the applicable Technical Orders, such as 1C-130A-6, 1C-130A-36, etc., are required to be reported in the ICARR system.

2.2. Damage, cracks and corrosion or defects exceeding limits of structural repair technical orders, 1C-130A-23, 1C-130A-3, 1C-130A-36, etc., will be reported. Specific repairs called out in 1C-130A-3 will also be documented in ICARR.

2.3. ICARR will be updated within seven working days after completion of ASIP inspections or discovery of ASIP reportable damage.

3. Maintenance Responsibilities:

3.1. The Maintenance Group Commander (MXG/CC) will appoint, in writing, the group ASIP Project Officer (PO). The individual appointed must have the capability to oversee and monitor ASIP related training and inputs throughout the maintenance organization.

3.2. The MXG ASIP PO will:

3.2.1. Ensure ASIP monitors are appointed by the MXG/CC for Aircraft Structural Maintenance (ASM), Non- Destructive Inspection (NDI), Aircraft Maintenance Flight (ISO) and Plans, Scheduling and Documentation (PS&D) Sections. Quality Assurance (QA) will have a trained ASIP member as well to monitor and track ASIP inputs and issues.

3.2.2. Provide updated contact information to the ASIP Program Office, WRALC/LBRA.

3.2.3. Ensure appointed ASIP monitors receive all required training provided by the ASIP Program Office and additional On-the-Job (OJT) training from other monitors. OJT training will include, as a minimum, familiarization with ICARR/AIRCAT, a review of required ASIP inspections, and reportable damage specific to unit aircraft and work centers. Training will be documented on a Training Business Area (TBA) generated 797Job Qualification Standard (JQS).

3.2.4. Coordinate with the AIRCAT/ICARR program manager and local Computer Workgroup Manager to ensure the latest version of ICARR is properly installed on all required work stations.

3.2.5. Periodically review the ICARR program for accurate data submissions by monitors.

3.2.6. Ensure ASIP monitors are appointed by the MXG/CC for deployed/contingency locations if home station monitors are not participating in the deployment or contingency.

3.2.7. Ensure deploying debrief and maintenance personnel are familiar with upcoming ASIP inspections and reportable ASIP damage.

3.2.8. Review ASIP correspondence and ensure requests for action receives prompt attention.

3.2.9. The PO will review items/issues that have been found/inspected or not identified and formulate a remedy to correct the issues.

3.3. In addition to the duties outlined in AFI 21-101_ AFRC SUP. ASIP monitors will:

3.3.1. ASM evaluates inspection findings to determine if the required repairs can be made at the unit level. ASM inputs data using the ICARR program only when a repair is accomplished. A detailed description of repair methods and photos of the damage and repair shall be entered into ICARR within seven working days upon completion of the repair.

3.3.2. NDI is the focal point for entering inspection results into the ICARR MIS. All ICARR inspection items will be reported to the NDI ASIP monitor for input into the MIS.

3.3.3. PS&D will ensure ASIP inspections are loaded in the G081 MIS and scheduled.

3.3.4. Inspection Dock (ISO) NCOIC will establish Job Standards (JST's) for the required ASIP inspections. He/She will ensure ASIP items are complied with prior to closing out the inspection. The NDI ASIP monitor will report the results of ASIP inspection items to the ISO ASIP monitor.

3.4. MXG Quality Assurance will:

3.4.1. Incorporate ASIP monitoring inspections into the unit Maintenance Standardization Evaluation Program (MSEP). The QA Superintendent and Chief Inspector, in coordination with the MXG/CC, will establish the criteria necessary for measuring the unit's compliance with adequate data input. This criterion will be incorporated into the unit's Maintenance Standardization and Evaluation Program plan.

3.4.2. Monitor the ASIP in accordance with **Chapter 11** of AFI 21-101 and its supplements.

3.5. QA or the ASIP PO will notify the ASIP Program Office of ASIP inspections incorrectly or not loaded in the ICARR MIS. (e.g. ICARR inspection items do not match with corresponding technical data, inspections listed in technical data are missing in ICARR, or inspections listed in ICARR are not listed in the technical data.)

4. Operations Reporting Requirements:

4.1. T.O. 1C-130-101 is the governing T.O. that describes the flight information that is required to be reported.

4.2. Flight data will be recorded onto a worksheet by the flight engineer upon completion of the mission. For auditing purposes, the completed paper form must be retained on file for two years. The suggested paper worksheets in the T.O. may be modified to meet the specific requirements of individual units as desired. The 910th AS/DOFE is the OPR for the MASTER 910 AW C-130H Flight Data Worksheet, see **Attachment 2**. Any changes or modifications are approved by that office.

4.3. Aircraft usage shall be reported as soon as possible but no later than 15 days of mission completion IAW T.O. 1C-130-101, page 1-1, paragraph 1.2.1. A minimum of 90% of the usage information will be reported for each aircraft.

4.4. Data will be entered into the AIRCAT database at **https://c130aircat.robins.af.mil**.

5. Operations Responsibilities:

5.1. The Operations Group Commander (OG/CC) will appoint in writing a member of the OG as the group ASIP Data Monitor. The individual appointed must have the capability to oversee and monitor ASIP related training and inputs throughout the operations organization.

5.2. The Chief Flight Engineer or equivalent is designated as the Operations Group ASIP Monitor and is responsible for the following.

5.2.1. The ASIP monitor will ensure that aircraft usage is reported within 15 days of mission completion.

5.2.2. The ASIP monitor is responsible for inputting usage data into the AIRCAT MIS.

5.2.3. Ensure appointed ASIP monitors receive all required training provided by the ASIP Program Office and additional On-the-Job (OJT) training from the PO or other monitors. OJT training will include, as a minimum, familiarization with AIRCAT and the C-130H Flight Data Worksheet, see **Attachment 2**. Training will be documented on a Training Business Area (TBA) generated 797 Job Qualification Standard (JQS).

5.2.4. Ensure ASIP monitors are appointed by the OG/CC for deployed/contingency locations if home station monitors are not participating in the deployment or contingency.

6. ASIP Support at Deployed Locations:

6.1. **(Maintenance Only)** ASIP monitors from ASM and NDI will contact the 910th Communications Squadron @ DSN 346-1195, 90 days prior to a deployment. They will create a service ticket to have their local Communications Focal Point install the ICARR software onto either a laptop or e-Tool that will be deploying with them. The software can be obtained   from   the   AIRCAT   website   at: **https://c130aircat.robins.af.mil/Applications/Login.aspx**.

6.1.1. At the deployed location, the laptop or e-Tool will be connected to the internet using a secure IP address. ASIP data will be entered into ICARR using this laptop/e-Tool.

6.1.2. Deployed locations that cannot support a secure connection, the user will forward ASIP data via phone or email to the 910th Maintenance Group ASIP Project Officer or designated representative for input into the ICARR system.

6.2. **(Operations Only)** The deploying ASIP monitor and all flight engineers will follow the deployed procedures outlined in T.O. 1C-130-101, page 2-9, section 2.4

DANIEL J. SARACHENE, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 21-1, *Air and Space Maintenance,* 25 Feb 2003

AFI 21-101, *Aerospace Equipment Maintenance Management*, 29 Jun 2006

AFI 63-140, *Aircraft Structural Integrity Program*, 7 Apr 2014

T.O. 1C-130-101*, Implementation of C-130 Series Aircraft Usage Report*

T.O. C-130A-23, *System Peculiar Corrosion Control*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFPD—Air Force Policy Directive

AFMAN—Air Force Manual

ASIP— Aircraft Structural Integrity Program

T.O.—Technical Order

MXG—Maintenance Group

OG—Operations Group

AIRCAT— Automated Inspection, Repair, Corrosion and Aircraft tracking

UDI— Usage Data Input

ICARR— Inspection, Corrosion And Repair Recording

USAF—United States Air Force

QA—Quality Assurance

NCO – Non—Commissioned Officer

TCTO— Time Compliance Technical Orders

ISO— Isochronal

NDI - Non—Destructive Inspection

AW—Airlift Wing

OPR—Office of Primary Responsibility

AF—Air Force Form

RDS—Records Disposition Schedule

AFRIMS—Air Force Records Information Management System